

JULY, 1952

RAILWAYS

INCORPORATING

RAILWAY PICTORIAL AND LOCOMOTIVE REVIEW



AMATEUR PHOTOGRAPHIC COMPETITION — PRIZE DETAILS.

‘Pacifics’ Old and New. ★ Diesel Train Development on the U.T.A.
New Light-weight Diesel on B.R. ★ Railmotors of the L.B.S.C.R.

1'6

Canine loco lover.

FEW RAILWAY ENTHUSIASTS WOULD refuse the chance of a ride on the footplate, but even when such is granted, it can hardly be classed as news. When a dog asks for a ride and gets it, it is news.

Our illustrations shows the two acts of a play which can often be witnessed at Eridge, Surrey.

The leading rôle is taken by *Prince*, a Welsh collie, who for seven years, ever since, as a stray, he was adopted by Mr. F. R. Standen, station master at Eridge, has never missed an opportunity to ride on the footplate. As soon as the engine draws to a stop, *Prince* runs up to the cab begs, puts on a wistful expression and, as can be judged by the lower illustration, has his way.

We are indebted to the photographer, Mr. P. J. Milroy of Wadehurst, for permission to use the illustrations.

THE NATIONAL BOOK LEAGUE IS TO HOLD an Exhibition of Railways Books, Prints and Models at its galleries, 7, Albermarle Street, London, W.1, from 9th September to 5th November next. The Exhibition will be international in character and will, it is hoped, present a complete survey of railway literature from the earliest times to the present day. The Joint Organisers, Mr. P. Morton Shand and Mr. Harold Wyatt (the latter was the organiser of the railway exhibits at the South Bank Exhibition last year) would welcome offers of exhibits—early books, guides, prints, tickets, sheet timetables, etc.—for consideration. Offers, which should be received not later than 12th July, 1952, should be addressed to: The Joint Organisers, Railway Books Exhibition, The National Book League, 7, Albermarle Street, London, W.1; Telephone: REGent 1201-5.

Although nothing has as yet been decided in this direction, it is possible that, after its London showing, the Exhibition will go on tour. The National League is prepared to receive requests for possible bookings.

Is there any regular feature appearing in 'RAILWAYS' which you do NOT like? If so, will you help us by letting us know?



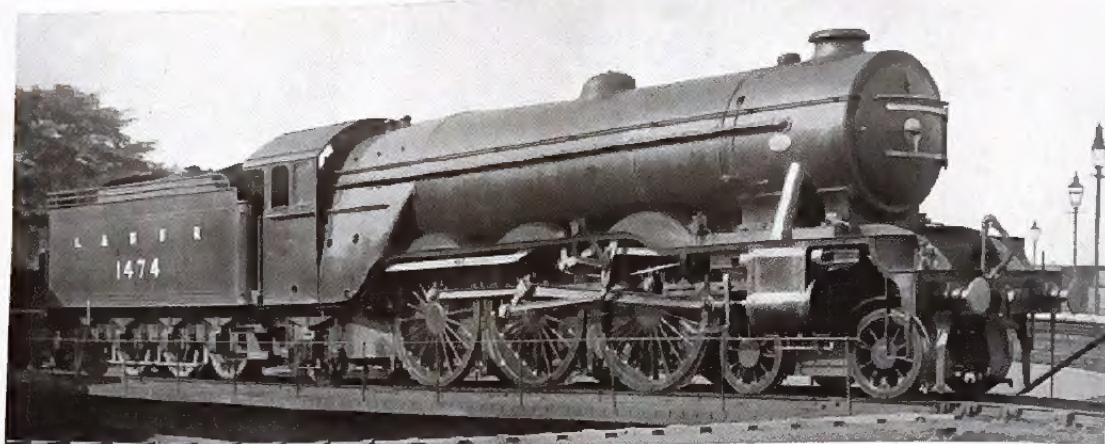


Photo: W. J. Reynolds.

One of the earliest Gresley 'Pacifics,' No. 1474, as built early in 1923. Now No. 60105 Victor Wild.

LOCOMOTIVE CAUSERIE No. 144

by O. S. Nock,

B.Sc., M.I.C.E., M.I.Mech.E., M.I.R.S.E.

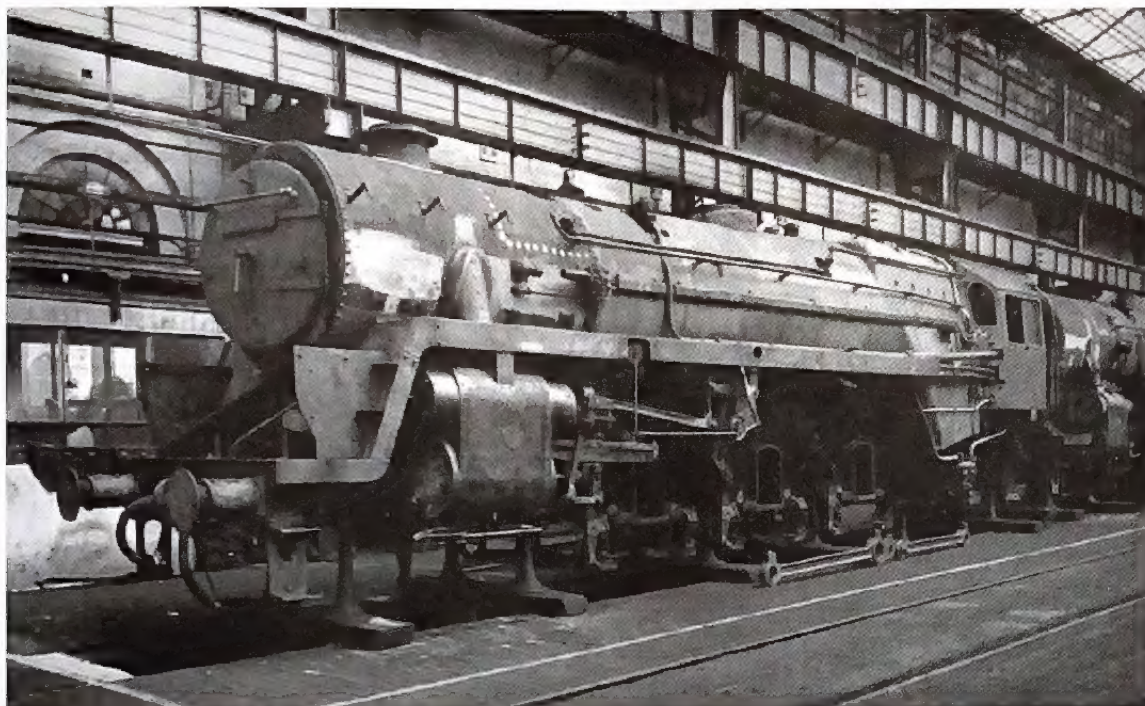
CONSIDERABLE interest seems to have been aroused by the completion, at Crewe, of the earliest engines of the standard '6MT' Pacific series. One honestly-puzzled reader asks me why it should be necessary to use the Pacific wheel arrangement at all for a locomotive having a nominal tractive effort of only 27,520 lb. He points out that the Churchward 'Stars,' "one of the most beautifully balanced designs we have ever had," as he puts it, scale no more than 75½ tons in working order, against 88½ tons of the new '6MTs,' and their adhesion weight is only 1 ton less. He has very largely supplied the answer to his own query with the word "balanced." If a 'Star' is steaming well the relatively small boiler and firebox is quite adequate for the performance of remarkably fine work; but the '6MTs,' or the 'Clans' as they will probably become best known, are designed to cope with inferior coal, and still provide enough steam for the maintenance of Class '6' standards of running in adverse condition. The difference in dead weight between 75½ and 88½ tons is only part of the price we have to pay nowadays for the allocation of much indifferent coal to the railways in general.

Fuel conditions apart, however, the 'Clan' is a potentially more powerful engine than the 'Star,' by reason of the much larger boiler and firebox. The 'Britannias,' with their 42 sq. ft. grates and total heating surface of 3,200 sq. ft. have been steamed successfully up to an output of 33,000 lb. of steam per hour. In recent tests I have not heard of a 'Castle' reaching more than about 25,000, and a 'Star,' representing about 90 per cent of a 'Castle' might be expected to run at about 22,000. The 'Clan,' on the other hand, with 36 sq. ft. of grate area, and a total heating surface of 2,700, may be expected to reach 27,000 or 28,000 lb. if performance

'PACIFICS' old and new.

is proportionately as good as the 'Britannias.' To make use of that extra boiler capacity the engine would need to be worked at a longer cut-off, and this raises an extremely interesting point. In contrast to the 'Star,' which was designed for a balanced operation on early cut-off, the 'Britannias' and the 'Clans' do, by their boiler proportions, lend themselves to working much more in the American style. The 'J3A' Hudsons of the New York Central, have an even higher proportion of heating surface to tractive effort—5,932 sq. ft. total, with a grate area of 82 sq. ft. against a tractive effort of 43,440 lb. The adhesion weight of the American engines is in almost exact proportion to that of the 'Britannias'—87½ tons, against 60½ tons for 32,150 lb. of tractive effort.

But from the severely practical point of view it is doubtful if the enhanced steaming capacity of these modern British 'Pacifics' can ever be put to regular use. There is no denying it 'Pacifics,' as a type, are far more prone to slipping than 4-6-0s. Many a time when I have been travelling north, both on the footplate and as a passenger, the uphill speeds have been dictated, not by the quality of the coal, not by the capacity of the boiler, not by any refinements of locomotive design, but by the ability of the engine to keep its feet! I have seen L.M.S. 'Cities' and 'Princess Regals,' and L.N.E.R. 'A4s' reduced to relative impotence by slipping on severe gradients, and on the finest run I have yet recorded with a 'Britannia,' on the up "Cornish Riviera Express," the engine made one or two very uncertain starts until a heavy autumn dew on the rails had dried up. The engine certainly did some magnificent



A British Railways Class '6' Clan in course of erection at Crewe works.

Photo: British Railways.

hill-climbing afterwards, but schedules and train loads have to be fixed on an all-weather basis, and 'Pacifics' as a breed do not show up too well in this respect.

I shall always remember a footplate experience with an 'A4' over the Newcastle-Edinburgh route, and how that engine "danced" all the way up Longhoughton bank, following a permanent way slowing at Alnmouth. It was the same starting out of Berwick. The rail conditions were not good, and the load was one of 610 tons; but the best she could do was 35 m.p.h. up the 1 in 170 past Longhoughton, and 36 m.p.h. up the 1 in 190 towards Burnmouth. On both inclines she was slipping repeatedly. It was obvious that she had the cylinder power to get away, but the driver was powerless to make use of it. Up Longhoughton bank the average drawbar horsepower was about 1,300, or a long way below the best of which the 'A4s' are capable. Beattock bank, also, seems a particularly bad place. In the early hours of a summer morning, when mist was drifting down from the hills, a 'Princess Royal' could do no better than average 25 m.p.h. up the last 5 miles of 1 in 75, with 360 tons behind the tender. Try, and try again, as he did, the driver could not get her to take more cut-off. The ability of the engine to keep her feet governed the whole performance. I have seen the 'A2' Pacifics of the L.N.E.R. handicapped in just the same way, and in this respect, of course, the Bulleid 'Pacifics' are notorious.

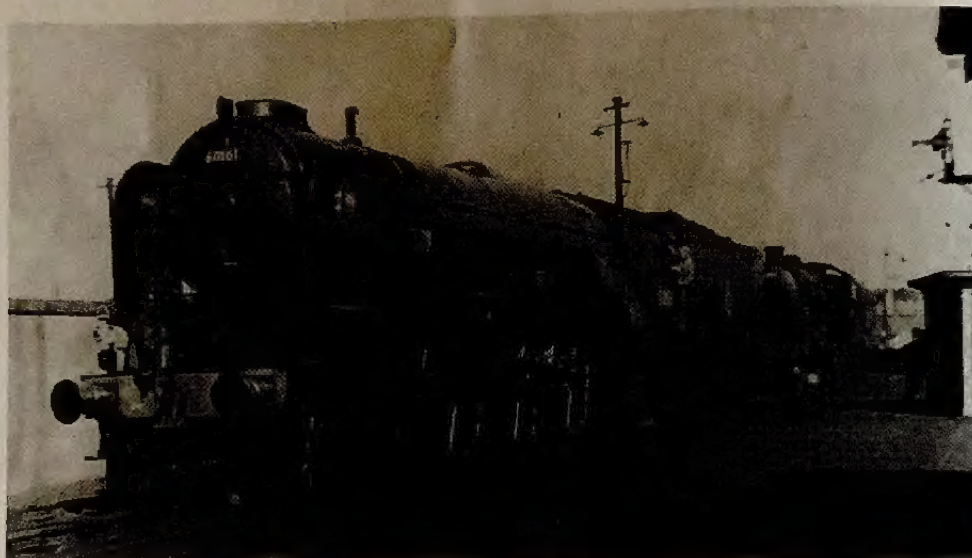
In these days one looks back in some curiosity to the one and only 'Pacific' ever possessed by the Great Western Railway. In 1908, when *The Great Bear* was constructed, Churchward was very concerned with the

production of large boilers, and after the building of the first batch of 'Stars' in 1907, he seems to have been thinking along much the same lines as the engineers of to-day. The cylinder volume in his 'Pacific' showed an increase of only 11 per cent over that of the original non-superheated 'Stars,' yet the total heating surface was increased by 59 per cent and the grate area by 55½ per cent. In the year 1908, indeed, a British locomotive with 3,400 sq. ft. of heating surface and a grate area of 42 sq. ft. was a somewhat staggering proposition, but it is a matter of history that *The Great Bear* never found an opportunity of even beginning to put her boiler capacity to useful effect. It is true that a limited route availability, and troubles with the trailing truck handicapped her as a motive power unit, while the addition of superheating to the standard No. 1 boiler used on the 'Stars' so enhanced its effectiveness that the cylinder diameter of later batches was increased to 15 in.—the same as on *The Great Bear*. Churchward thus had an engine of equal tractive power to his 'Pacific,' but in a much more compact and handy form. One rather gains the impression that the experiment with a 'Pacific' was not pursued with any great determination at Swindon, though following the second world war another 'Pacific' design was at one time contemplated.

The oldest 'Pacifics' now running in the country are 30 years old; and how vividly I remember their first appearance at King's Cross. A friend who had a very keen eye for locomotive lineaments described them as "great hulking brutes," and yet as we see them to-day what handsome compact engines the Gresley non-stream-

lined 'Pacifics' appear! Their work on the road seems as good as ever, providing the front-end is well maintained, and I take the greatest pleasure in setting on record a grand run with perhaps the most famous of them all, *Flying Scotsman*, now No. 60103, on the down "South Yorkshireman" from Marylebone to Leicester. My friends J. Colyer-Fergusson and G. Carpenter have between them sent me details of a number of fine runs over this route; so that I have the double opportunity of paying one more tribute to the working efficiency of

limit. But *Flying Scotsman* and her keen Leicester crew were right on top of the job from the very start, and the run must have been a most exhilarating experience to record. They roared up the 1 in 100 from Canfield Place to the crossing of Kilburn High Road, sustaining 31 m.p.h., but then the fast run down through Neasden was spoiled by a relaying slack to 35 m.p.h. Then although Wembley Park was passed at no more than 49 m.p.h. speed did not fall below 40 up the 2 miles of 1 in 100-91 to Harrow. Moderate speeds followed over the electrified



North Eastern Region 'A1' Pacific No. 60161 North British at Haymarket shed. Photo: W. J. Reynolds.

the Gresley 'Pacifics,' and of writing something of the difficult running conditions that have existed almost unbrokenly on the Great Central line since the end of the war. It is indeed a sign of the way times have changed that a route boasting some of the fastest regular running in the whole country prior to September, 1939, with speeds of 90 m.p.h. as a daily event, should now be subject to an overall limit of 70—a top limit which is still further reduced on many stretches.

Yet for all the present restrictions some schedules demand some very hard running. The down "South Yorkshireman" is a case in point. Due to restrictions over the Metropolitan line as much as 57 minutes is allowed for the opening run to Aylesbury, 38 miles; but even in the best of circumstances this was a very difficult stretch, and that fastest of Great Central trains, the 2.32 a.m. "Newspaper," was booked to pass Aylesbury in 44 mins. And very early one morning in June, 1936, I saw from the footplate that it needed speeds of 75 m.p.h. before Rickmansworth, 77½ at Missenden and 84 at Stoke Mandeville to keep bare time, with a 'Sandringham' in top form and a load of just 300 tons. By contrast to this pre-war journey, on Mr. Carpenter's recent run No. 60103 *Flying Scotsman* pulled out of Marylebone with a load of 413 tons tare—445 tons full—a train that would provide a severe enough tax upon engine capacity without the hampering effect of a low maximum speed

line, and Rickmansworth was passed on time—26 min. 50 sec. for the 17.2 miles from Marylebone.

Up the long 1 in 105 towards Amersham No. 60103 held a steady 31 to 32 m.p.h.—good work with this load. Then came a signal check to 22 m.p.h. at Chalfont, and the driver deliberately eased the engine up to Amersham to avoid further checks from the London Transport train ahead that had caused the first slowing. Mr. Carpenter estimates the loss from this check, and a permanent way check at Great Missenden, at 5½ min. and it was not surprising that the express was 2¼ mins. late into Aylesbury, in spite of a fast run down the bank from Wendover. The really fast work begins after Quainton Road Junction, where the Metropolitan line is left, and no more than 34 min. are allowed to pass Woodford Halse from the re-start at Aylesbury (31.2 min.). This stretch is very much against the collar, including 9 miles of ascent at 1 in 176 and other sharp pitches, while the only favourable lengths worth mention come as "breathers" between much longer lengths of adverse grading, as in the 1½ miles of 1 in 176 falling between Finmere and Brackley. A run that I always regard as a "bogey," so far as my own travelling experience is concerned, was made on the pre-war version of this same train, then leaving Marylebone at 4.55 p.m. and running the 103.1 miles to Leicester non-stop in 108 minutes. We had a load of 295 tons all told, and a 'Director' class

4-4-0 No. 5504 *Jutland*. From Quinton Road Junction where speed was eased to 55 m.p.h., the 25.1 miles up to Woodford were covered in 24 min. 4 sec., and on the two long stretches of 1 in 176 ascent minimum speeds were 55½ m.p.h. near Finmere, and 56 m.p.h. at Helmdon. In the dip half way up the bank *Jutland* was doing 69 m.p.h.

Flying Scotsman, with that 445-ton train, also passed Quinton Road at 55 m.p.h., and then got going in great style towards Calvert, touching 68. Then came a bad permanent way check, right at the foot of the Finmere bank. But speed was worked up magnificently on the grade; the summit was topped at 46, and a swift acceleration took the train up to 64 m.p.h. in the "dip." From this point *Flying Scotsman* really distinguished himself, sustaining 55 m.p.h. up the 1 in 176 to Helmdon, touching 71 at Culworth Junction, and clearing the final 1¼ miles at 1 in 176 up to Charwelton troughs at a minimum of 58 m.p.h. The train was 2¼ min. down on passing Woodford, but by some fine concluding work the remaining 34 miles into Leicester were covered in 33½ min. and the 65.2 miles from Aylesbury completed in

on heavy grades it is most interesting to learn that on this run the engine working was exactly the same between Rickmansworth and Chalfont, as it was later when climbing to Helmdon, namely full regulator and 25 per cent cut-off. In the former case the sustained speed was 55 m.p.h. up the 1 in 176, and in the latter, 31 m.p.h. on the 1 in 105. The calculated drawbar horse power, corrected for gradient, was 1,290 at Chalfont, and 1,790 at Helmdon. The boiler was therefore being steamed very much harder at the higher speed. From these figures it is interesting to estimate the equivalent drawbar pull, and to see how near conditions were to the limits of adhesion. At 31 m.p.h. the pull works out at 6.9 tons, and at 55 m.p.h. to 5.4 tons, so that although the boiler was not being steamed so hard up the Chalfont bank the equivalent drawbar pull was higher, and the liability to slip consequently greater. If the boiler had been steamed equally hard from Rickmansworth, as from Brackley, by using a longer cut-off, one could expect a speed of 41 m.p.h. on the 1 in 105 gradient, and the equivalent drawbar pull would have been about 7.5 tons. With good rail conditions a Gresley



A 'V.2' No. 60938 on the down "Aberdonian" between Hadley North and Potters Bar tunnel. Photo: E. D. Bruton.

69 min. 48 sec. instead of the 71 min. booked. Speed was nobly restrained to the present 60 m.p.h. limit downhill through Catesby Tunnel, to Braunston, where 'Directors' and 'Sandringhams' used to do their "eighty-fives" and "nineties"; but again the uphill work from Rugby to the summit between Lutterworth and Ashby was first class. Mr. Carpenter estimates the net times as 52½ min. from Marylebone to Aylesbury, and 66 min. from Aylesbury to Leicester—a total gain of 9½ min. to engine and crew.

In view of our earlier discussion of 'Pacific' working

'Pacific' should have been able to keep her feet for such an effort, though my earlier reference to the 'A4' failing to sustain more than 1,300 drawbar horsepower, at 36 m.p.h., equivalent to a drawbar pull of 6 tons, shows how susceptible they can be to a bad rail.

Rather more than a year ago Mr. Carpenter timed what was perhaps an even finer run on this same train, not with a 'Pacific' at all but with a 'V2'. The load was one coach lighter, totalling 410 tons, all told, behind the tender. The engine was No. 60863. A series of checks was experienced in the early stages, culminating in a



Class 'A2' No. 60527 *Sun Chariot* climbing the North Queensferry bank, 1 in 70, just north of the North Queensferry tunnel, with an up express fish train from Aberdeen to the South. Photo: E. D. Bruton.

signal stop beyond Amersham; but there was some most vigorous work intermediately, and the driver did exceedingly well to reach Aylesbury in 58 min. 23 sec.—about $1\frac{1}{2}$ min. late. But some really astonishing work followed, with a sustained minimum speed of 62 m.p.h. up the 1 in 176 past Fimmere, and 64 m.p.h. minimum at Helmdon summit. With swift accelerations from these minima the 18.9 miles from Calvert to Culworth Junction were covered in 16 min. 39 sec., or an average speed of 68 m.p.h. Mr. Carpenter estimates the equivalent drawbar horsepower developed by this 2—6—2 engine as 2065. The drawbar pull at 64 m.p.h. corresponding to this is 5.4 tons—a mighty fine effort. Although Aylesbury had been left $2\frac{1}{2}$ min. late Woodford was passed on time, but it was most disappointing after such grand running to be checked by signal for the rest of the distance to Leicester, so much so that the arrival was nearly 9 min. late. Judging from the data sent me by various friends the "South Yorkshireman" seems to get a bad road from Woodford to Leicester more often than not. On another run, this time with the oldest surviving Gresley 'Pacific,' No. 60102 *Sir Frederick Banbury*, the train passed Culworth Junction on time, but was $14\frac{1}{2}$ min. late into Leicester. There had been some fine running in the early stages, and my correspondent tells me that on this run the engine was given a considerably longer cut-off between Rickmansworth and Amersham than between Brackley and Helmdon. With a load of 390 tons the speed up the 1 in 105 was 35 m.p.h. and at Helmdon 59 m.p.h. sustained—both very good efforts.

To conclude I have details of two very fine runs with 'A3' Pacifics between York and Darlington on the "North Briton," with the usual load of that train, 390 to 400 tons. The engines concerned were both built new as

'A3s' and were thus of considerably later vintage than the two veterans 60102 and 60103 that are doing such good work on the Great Central line. In contrast to the sharp inclinations of the Marylebone route, and its many speed restrictions, a driver leaving York for the north can accelerate his engine, set the controls in the running position, and sit back for half an hour. This actually happened on the first of these two runs, with engine No. 60036 *Colombo*. Beningbrough (5.5 miles) was passed in 7 min. 47 sec. at 62 m.p.h.; the "70" line was topped at 9 miles out of York, and the speed then averaged 71.7 m.p.h. for the next $32\frac{1}{2}$ miles. Top speed on the level at Thirsk, and again at Danby Wiske, was 75 m.p.h., and Darlington was reached in exactly 42 min. for the 44.1-mile run from York. On the second run, with engine No. 60084 *Trigo*, the rails were very greasy, and with much slipping the start out of York was relatively slow. I know the driver to be a most capable man, and he handled the engine very carefully; even so the starting time of 9 min. 9 sec. to Beningbrough, with the sanding gear ineffective, was a handicap on a run booked in 45 min. to Darlington. But once the engine had got the train really going the running was, if anything, finer than that of *Colombo*, as the speed was 76 m.p.h. at Thirsk and a speed of 75 m.p.h. was sustained up the 1 in 650 from Danby Wiske to Cowton. Average speed from Milepost 9 to Erya Junction, 29.9 miles, was 73.3 m.p.h., and despite a long slowing near Croft for permanent way repairs the time to Darlington was 45 min. 57 sec. Mr. Carpenter, who timed the run, estimates the equivalent drawbar horsepower on the Cowton rise as 1610, at 75 m.p.h., representing a drawbar pull of 3.6 tons. Although the design of these engines dates back to the late nineteen-twenties their performance still compares on equal terms with any in the country to-day.

The Dudding Hill Loop.

ONE of the more obscure London lines which never ceases to intrigue railway enthusiasts is the loop connecting the former Midland main line at Cricklewood with the North and South Western Junction line north of Acton. Comparatively little has appeared in print on the subject, however, the only detailed reference in late years being in the course of an article on "Old London Train Services" in the March-April, 1943 issue of 'The Railway Magazine,' to which the present author is indebted for certain information.

The opening of the N. & S.W.J.R. from Willesden Junction to Brentford on 15th February, 1853 marked the beginning of a new period of "strategic" links between the railways north and south of London, and the building up of through freight traffic. On 1st August of the same year the new connection was also used for passenger traffic. It was natural that the Midland Railway, whose London extension was brought into service on 13th July, 1868, should also seek an outlet to the south. This was achieved by the junction of the main line near Cricklewood with the N. & S.W.R. Some discrepancy exists in published accounts of the opening of this line; C. F. Dendy-Marshall's "History of the Southern Railway" gives the opening as 1st October, 1868, i.e., the same day as St. Pancras Station was brought into use. Mr. Charles E. Lee, in the article quoted above, favours 3rd August, 1875. The official records of the London Midland Region show the former date as the correct one. A passenger train service between Moor-gate and Richmond (L.S.W.R.), by the devious route through Kentish Town and Cricklewood, was introduced. The service ran irregularly, the intervals being anything from one to two hours; the time for this marathon circuit of the suburbs varied from 70 to 80 minutes. Traffic was sparse, as the north western districts had not then developed, and the service was soon cut back, on 1st February, 1876, to a branch working only, from Cricklewood (then known as Child's Hill and Cricklewood) to Harrow Road, not traversing the full length of the line to the junction with the N. & S.W.J.R. A second attempt at through service was inaugurated on 1st May, 1878, when trains began running from St. Pancras, but this time they were diverted at Bollo Lane Junction (Acton) over the L.S.W.R. connecting spur to Turnham Green, and thence to Earls Court on the District Railway. This service worked for just over two years, until 30th September, 1880, when the shuttle service to Harrow Road was resumed. Even this sparse service was not remunerative, and in July 1888 all passenger trains were withdrawn and the stations closed. Five years elapsed before any further attempt was made to cater for local passenger traffic by the operation, in 1893, of a service from Cricklewood, terminating at Gunnersbury (L.S.W.R.), where connection was made with the Richmond and Hounslow services. Even this infrequent service could

not justify its continuance, with the result that the local service disappeared for the second, and so far the last, time. Other scheduled services of the Midland used the line from time to time, but without calling at local stations. The last, and most famous, of these attempts to route through main line traffic to the South Coast without passing through the London termini was the service inaugurated in the summer timetable of 1905, between Leicester and Portsmouth, working on from Hendon via Richmond and Woking (L.S.W.R.). Through coaches from a number of towns in the Midlands, and further afield (Bradford, Leeds, Manchester and Nottingham) were assembled at Leicester on the southbound journey, and worked as a non-stop train, with restaurant car, to Hendon (the latter was purely a "working" stop, and not for the purposes of local traffic). The train was a gallant attempt to "cash in" on the growing popularity of the Isle of Wight, but ran for four summers only, being withdrawn in October, 1908.

The chequered history of the Dudding Hill line is hardly surprising when the topography of the district is considered. For many years now it has been surrounded on all sides by continuous suburbs, but at the time of its construction was in open fields, with a few scattered hamlets only as possible sources of traffic. Ironically enough, when the district did develop, it was largely as a result of the opening of the routes of the Metropolitan Electric Tramways Ltd., which took all the local

By R. K. KIRKLAND.

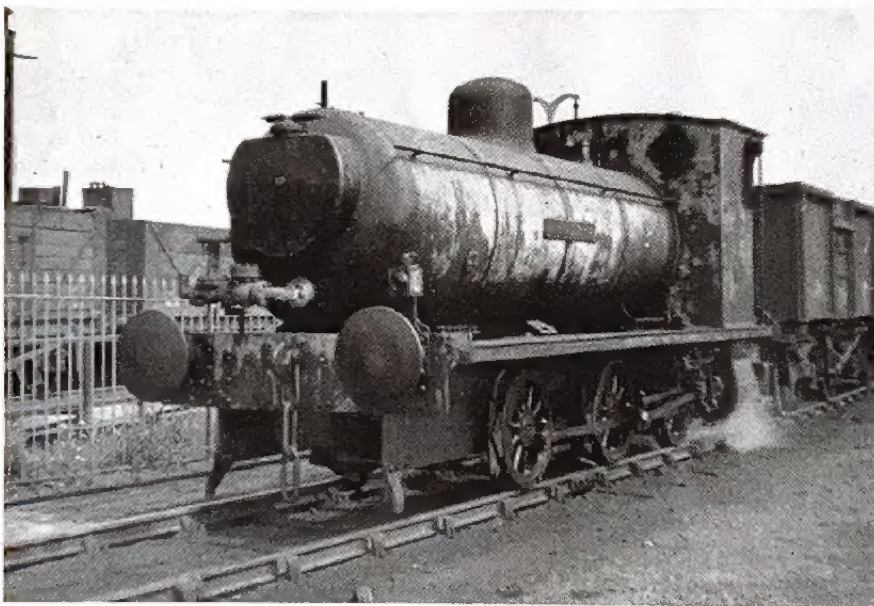
traffic which might otherwise have passed to the loop line. The description of the line is best begun at the northern end, where two spurs leave the Midland main line. The southern one, permitting through running from Kentish Town, leaves the main line just north of Cricklewood station, and passes over Cricklewood Broadway (the Edgware Road) a short distance beyond the offices of 'RAILWAYS.' The other spur, from the northern direction, leaves Brent Sidings (north of Cricklewood locomotive shed) to pass beneath the Edgware Road. The apex of the triangle thus formed is at Dudding Hill Junction, at the north-east end of Gladstone Park. At this point there are sidings serving a waterworks pumping station. The loop line continues to the south west, through Gladstone Park for just over half a mile until it reaches the closed station of Dudding Hill. This is still in reasonable condition and is used as offices and stores in connection with the goods yard. A fair amount of local goods and coal traffic is handled at Dudding Hill, and the signal box is switched in as required to enable engines to work the goods sidings. Some fine old Midland wooden signal posts and arms are still in evidence. The station buildings on the down platform are of typical Midland red brick, single storey pattern; there was formerly a small waiting room on the up side, but this has disappeared. The platforms, which are still extant, though grass-grown, extend southwards to the Dudden H'll Lane overbridge, though the station entrance was not on this main thoroughfare, but obscurely situated in what is now known as Aberdeen Road. In passing, it may be noted that the local spelling is now

Dudden Hill, and it thus appears in street names and official documents. The Midland Railway invariably used the form in *-ing*, and this usage has continued in railway parlance. By way of adding to the area of service of what was then an out-of-the-way station, the M.R. station name *in extenso* was "Dudding Hill, for Willesden and Neasden."

Shortly beyond Dudding Hill the line crosses, on a girder bridge, the six-track Metropolitan and former Great Central lines, near the former line's Neasden station. At Neasden Junction a curve diverges from the Midland line to make connection with the G.C. at the point where the routes to Harrow and to Wycombe bifurcate. This connection is both sharply curved and steeply graded. Adjacent to the junction are sidings, on the up side on the loop line; at a lower level is the G.C. section

Park," a compendious title which could not conceal the fact that the station was not quite in fact at any of those places. The station is now known simply as "Harlesden," despite the risk of confusion with that on the Watford electric line a short distance away.

The two platforms in the cutting are, like those of Dudden Hill, rather overgrown, and little is left of the buildings which formerly stood thereon. The booking office and entrance buildings are on the bridge which widens out to allow a small draw-in for vehicles clear of the roadway. The buildings have been but little altered, and have fulfilled various commercial purposes since the closure to passengers. At present they are occupied, perhaps not inappropriately, by a second-hand "junk" and furniture salesman. The goods yard, on the up side, is still in use, as is the signal box.



Fireless locomotive Northmet at
Willesden Power Station 24th
May, 1952,
photographed by the author.

Neasden motive power depot. The Neasden connection enables traffic to run directly from the Southern Region line and Acton to the main line of the G.C. section without reversal.

One of the sidings continues south to serve the electric power station formerly owned by Willesden Corporation, at which a small saddle tank shunting engine is usually to be seen. Coal traffic to and from the power station is generally heavy. The "main line" enters a cutting and passes beneath two road bridges, the second of which carries the main Harrow Road, here known under the name of Craven Park. South of the bridge is the second of the two disused stations, known at the time of the opening of the line as "Harrow Road" and, as mentioned above, the terminus at various times of the local train service. The vagueness of name, which might in justice have applied to a station anywhere between Paddington and Harrow, was soon thought to need amendment, and the station was re-styled first "Stonebridge Park," (actually the name of the district a little way to the west) and then "Harlesden, for West Willesden and Stonebridge

After crossing over Acton Lane, the Midland loop then spans the L.N.W.R. main line and Watford electrified tracks east of Harlesden (L.N.W.R.) station, with a further bridge, over the Grand Union Canal, immediately beyond. At this point there is a siding to the canal wharf. The line is here enclosed on either side by factory premises, broken only at the point where it crosses Victoria Road by a girder bridge. Shortly beyond, at Acton Wells Junction Box, the loop line joins the N. & S.W.J. line; the layout here is fairly involved, as there are connections both to the electrified Acton-Willesden track and with parallel goods roads. In addition there are some factory sidings, and, just to the south, a bridge over the Western Region Wycombe line and the Central Line (L.T.E.), beyond which a double line curve drops down to the level of the Western Region main line at Friars' Junction. The distance from Acton Wells Junction to Brent Junction is 3 miles 77 chains, and to Neasden (G.C.) 2 miles 1 chain.

Though the passenger service was never of importance, the line is still a vital link for freight trains, of which

Harlesden station (ex-Midland Railway) looking North.

Both photographs on this page are by the author.



there is a frequent service. Most of these are trips between the Southern Region marshalling yard at Feltham and Brent or Neasden. Other trains occasionally work from Feltham to Harringay by way of the Carlton Road-Highgate Road spur and the war-time connecting link from the Tottenham and Hampstead line to the G.N.R. main line at Harringay. The owning Region's trains are mostly *en route* to or from Battersea and other ex-L.M.S.R. yards in South London, which they reach by way of Kew Bridge and Clapham Junction. There are also some local transfer trips which reach the L.N.W.R. section at Old Oak Sidings, by way of Acton Wells Junction, and some to the Western Acton Yard via the Friars' Junction curve. The loop is kept busy day and night, with freight trains frequently following each other

almost nose to tail. On Sundays there is practically no freight working, but excursion trains in the summer use the route; often these originate at stations such as St. Albans or Hendon, and work over the Southern Region to Brighton, Hastings or other coast resorts, generally reversing at Battersea Yard, but others come from farther afield, from the midland counties or beyond. During the 1939-1945 war many troop specials passed via Dudding Hill, and the writer himself so traversed the loop, to the mortification of one of his companions in the train, whose garden backed on to the line! Its strategic importance did not go unnoticed by enemy aircraft, though no serious damage was done.

As might be expected there is considerable locomotive variety; most L.M.R. standard types of 0-6-0 tender

Dudding Hill (ex-Midland Railway) looking North. S.R. No. 30500, Class 'S15' on Brent - Feltham freight train.





and tank engines are to be seen, as also the ubiquitous '8F' 2-8-0 class. Southern engines are chiefly 'S15' 4-6-0s, though most of the ex-L.S.W.R. goods engines visit Brent from time to time. Drummond '700' and Adams '0395' 0-6-0 tender engines and Urie 'H16' 4-6-2 or 'G16' 4-8-0 tank locomotives are used on the lighter trains, though the tanks, particularly the eight-coupled variety, are also seen on some very long trains. For a time during and just after the war, Bulleid 'Q1' class engines added an unusual, if not exactly picturesque, flavour to the scene, and impressed many a hard-bitten "Midland" man by the competent way in which they could take away a long freight which had perhaps come south from Toton behind an '8F'. Eastern Region engines are rarer visitors, but are generally tanks of classes 'N1' or 'J52'; one of the most remarkable recent E.R. engines was, of course, the 'B1' 4-6-0 which hauled the Stephenson Locomotive Society special train on 6th October, traversing the whole of the Dudding Hill loop from Cricklewood to Acton Wells Junction.

Despite the occupation of the route by freight trains, there would seem to be some chance of success for a revived passenger service. Much has happened since 1902, and there are many large factories which would probably support a rush hour service, were it to be worked by a rail motor, with strategic halts at some of the road bridges, in the manner so well understood by the former Great Western Railway. At present communication from Cricklewood to Acton is poor and circuitous, and could, say, a W.R.-type diesel railcar from Cricklewood to Kew Bridge or Brentford be fitted into existing services, with halts at Cricklewood Broadway, Dudding Hill, Neasden Lane, Harrow Road, Acton Lane and Victoria Road, for example, it would relieve overcrowded roads routes. The experiment should not prove an expensive one, since nothing elaborate would be needed at halts. With the present unenlightened attitude which "certain quarters" seem to have adopted in the matter of local traffic, we are not likely to see the service tried.

In conclusion the author would like to thank especially the Public Relations and Publicity Officer, London Midland Region, by whose kind permission the line was inspected and photographed.

Lightweight Diesel Experiment on British Railways.

WHAT may well be a pre-view of things to come, was made to representatives of the Press on 23rd May, when they were afforded facilities for examining and riding in a new British-built lightweight diesel train of unusual design.

By arrangement between British Railways and A.C.V. Sales Ltd., trials are being carried out between London (Marylebone) and Princes Risborough of this experimental train which has recently been built by A.C.V. Sales Ltd. The facilities afforded by British Railways for these trials form part of a special study which the Railway Executive is already making of the possibilities of light units generally for developing traffic, and for working it more economically, both on branch line and on suitable main line services. As part of the same policy an improved type of steam "push-and-pull" train is being tried out in the Western Region, on the Ealing and Greenford service.

The basic principle of the experimental train is the application to a railway vehicle of selected features of bus and coach design (including mass-produced power units already in use in London's buses and all over the world), added to the great advantage which a railway vehicle possesses in its much lower rolling resistance, and the easier gradients which it uses. The designers have aimed, in fact, at a unit which combines the best features of both rail and road vehicles, and which, apart from its possible use in the British Isles, will, it is hoped, prove capable of development in the export field. Compared with a normal railway coach 60 ft. long and weighing 30 tons, one of the motor cars of the lightweight train, plus one trailer, has a combined length of 80 feet, and including all power units, the weight is only 25 tons. In other words, the new-type cars with

20 per cent more space weigh 15 per cent less, quite apart from locomotive weight. In slack periods the motor car can shed its trailer and so reduce the weight to 15 tons while retaining a capacity equal to the traffic available.

Other advantages claimed by the manufacturers for this type of lightweight train include:

Quick turn-round at stations — can be driven from either end; Low wear-and-tear and maintenance costs, due to lightweight construction; No fuel burned while train is not actually in operation; fuel consumption under variable service conditions is about eleven miles to the gallon for each power car, or five-and-half miles per gallon for the three-car train. Economy in man-power; train is operated by driver and guard only.

The steel underframes and engine units were made in the A.E.C. Works, Southall, Middlesex, and the bodywork at the Park Royal Vehicles Ltd., another A.C.V. Company. Each motor car is powered by a six-cylinder diesel engine, and this as well as other mechanical details is identical with those used in the latest London Transport Green Line buses having a brake-horse-power of 125 at a maximum of 1,800 revolutions per minute. Power is transmitted to the wheels through a fluid fly-wheel and a four-speed epicyclic gearbox. The driver's controls include a "dead man's handle" which stops the train in emergency. The controls are coupled through the train so that both motor cars can be driven simultaneously by one driver, as on an electric train. Although not so fitted at present, the trailer also can be fitted with driving controls, so as to avoid running round when a motor car and trailer are used together.

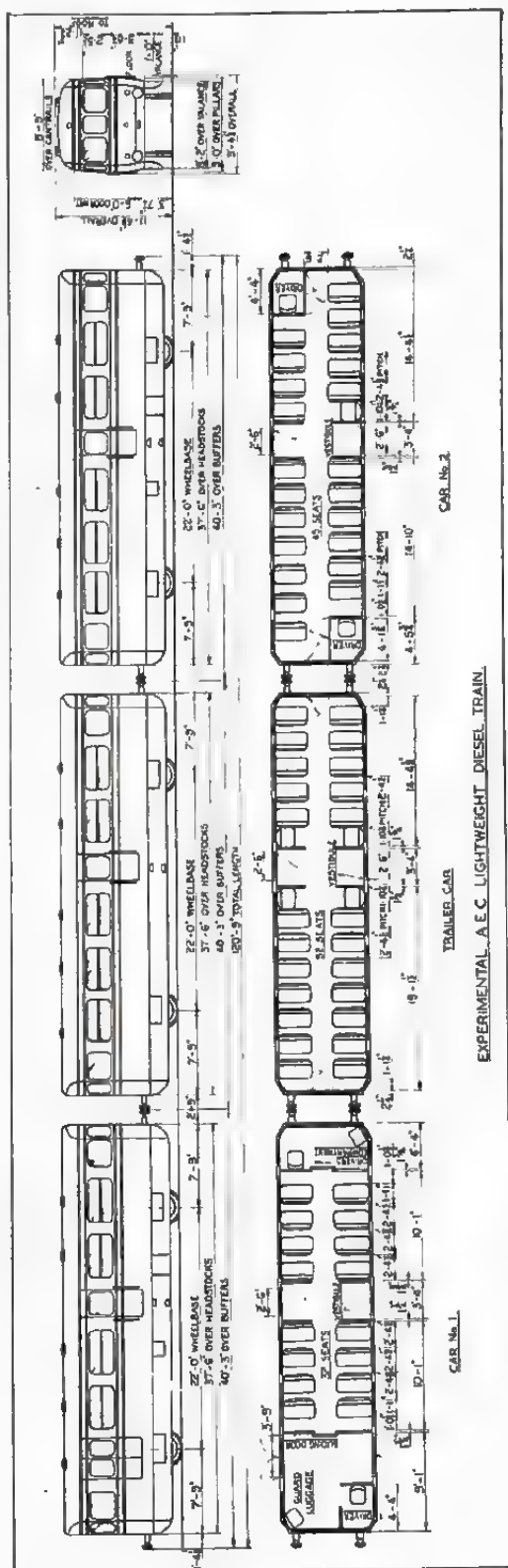
The maximum speed is about 45 m.p.h., and preliminary trials have shown that the train has no difficulty in maintaining normal schedules on the class of work for which it has been designed. The train is electrically-lit and is fitted with the automatic vacuum brake, as on an orthodox steam passenger train.

The Press run, referred to above, was made from Marylebone to Gerrards Cross and back. On the outward run, stops were made at nine intermediate stations (for demonstration purpose) and the return run was "express."

Generally speaking, and bearing in mind the fact that the train is designed for branch-line working, the running was good. Being four-wheeled stock, there is a certain amount of difference in the riding qualities of the train from the normal bogie vehicle but this was not very noticeable, except perhaps on curves when there was a tendency to "binding" which called forth some high-pitched complaint from the wheels.

There can be little doubt that this type of train has much to offer for country work, and it is to be hoped that it, or an adaptation of the idea, will come to the rescue of many branch lines still operating but ever in danger of closure.

We are indebted to A.C.V. Sales, Ltd. for permission to reproduce the illustration and plan appearing herewith.



GLIMPSES OF THE NARROW GAUGE

No. 24.

By J. I. C. BOYD.

George Henry built in 1877, one of the engines which once worked the Penrhyn Quarry main line. It is now preserved at Bethesda. An idea of the size can be judged from the driver who stands 5ft. 8in. in his socks. Photo: E. H. Richards.



THE position which the De Winton locomotive held in North Wales was unusual; one might go so far as to say it was unique, but this would be inviting contention. Nevertheless, in the De Winton locomotive there was embodied a design which thought not original by any means, was the complete answer to locomotive power for over fifty years in a relatively small area of North West Wales, and was but rarely encountered outside it.

De Winton & Co. (later a Limited Company) of Caernarvon (their Works lay almost under the lee of the Castle) appear to have begun construction of locomotives about 1875. The general arrangement was not dissimilar to that used by Alexander Chaplin of Glasgow who, since the 1860's, had been making narrow gauge engines for the "wider narrow gauges," 3 ft. and upwards. De Winton's, however, catered mainly for the nominal 2 ft. and 3 ft. gauges. The firm was well-known for its stationary steam engines and machinery, much of which may still be found even though out of use, though what prompted them to turn to locomotives is conjectural. Possibly certain quarry owners had approached them who wished to change over from horse-haulage to mechanical power without relaying the light 20-lb. rails usually employed. For this reason their engines were to be found in the slate quarrying areas, though odd ones strayed as far as London and Crich, and a standard gauge example was a contractor's engine in Scotland.

The earliest engines were of two types, having either locomotive or vertical boilers. Those which worked the Penrhyn Quarry Railway's converted route—horse and gravity haulage was superseded in 1876—had locomotive boilers but later a standard type was evolved using a vertical boiler with varying cylinder size to suit the work involved, outside framing and rods for the narrowest gauges and inside framing etc. for gauge of 3 feet and upwards. The boiler diameter was restricted by the width between the frames, and the firebox and ashpan hung below the framing. Two cylinders were bolted to

a saddle on the boiler, the valve gear being Stephenson's motion, and worked direct on to a cranked axle. De Winton's never used gear drives as did Chaplin's, though one and possibly two products had a jack-shaft drive. The water tank was held between the frames at the driving axle end, the adhesive ability of the engine was accordingly influenced by the amount of liquid in carriage! At the other end of the frame was a coal bunker surmounted by driver's seat, and through a lidded shute in the footplate floor the coal was shot into the firebox. For obvious reasons no springing could be given to the driving axle though large engines for "main line" work had springs to the connected axle, so giving the driver a semblance of comfort. Nevertheless, the driving was rough and tiring.

Details on these engines varied greatly; bearings to driving axles were simple but of differing forms; the safety valve was seated on a bracket; earlier engines had a lid to the smokebox which lifted with chimney complete and (shades of the Nineteenth Century Portable Engine) even included a bracket on which the chimney rested when the door was opened. Later types had an off-set chimney to counteract the corrosion caused by rain falling down the chimney onto the top tubeplate. Ploughs at each end removed obstructions from the rails. "One Man, One Engine" resulted in many small gadgets; the tin chimney "extensions" which were fitted to carry the smoke clear of the driver's head, or the string and wire uncouplers over the bunker-back. Though only a recent victim of the quarry Diesel, I recall most vividly the acrobatic bouncings of those machines which snorted about the Nantlle Quarries, sounding for all like a North Western eight-coupled goods with soup-plate diameter wheels, chopping off the beats with lively tone.

This month's photograph shows *George Henry* built in 1877, one of the engines which once worked the Penrhyn Quarry main line and is now preserved at Bethesda. An idea of the small size may be judged from the driver, who stands 5 ft. 8 in. in his socks.

Train Numbering

by

Alan Wilson. Part III.

IT may be as well to state here that the Eastern Region corresponds roughly to the Southern Area of the former London and North Eastern Railway. It is now formed of two divisions—the Eastern Division comprising the former Great Eastern section, and the Western Division comprising the former Great Northern or Northern section, and the former Great Central or Central section. Although the majority of the Great Central main line from Marylebone to Manchester now comes within the London Midland Region administration, operating arrangements and traffic working remain predominantly Eastern Region.

The North Eastern Region corresponds roughly to the North Eastern Area of the former L.N.E.R. It now embraces, with certain other modifications, all former L.M.S.R. lines north of Penistone, Darfield and Denaby and east of Diggle, Eastwood and Sipton. No great changes have resulted therefrom and all former L.M.S. territory is still predominantly L.M.R.

Both Regions follow the methods adopted by their predecessors. All regular trains from the fastest passenger to the slowest freight are given what is called a "track" number in the working timetable. This does not apply to the Eastern Division of Eastern Region where trains are *not* numbered. In contrast to the London Midland Region, *even* numbers are used for down trains and *odd* numbers for *up* trains.

The numbers used depend entirely on the class of the train and to its district of origin—blocks of numbers being allocated for this purpose. Though far too comprehensive to detail individually within the confines of this article, it may be noted that all regular express trains, with few exceptions, commencing their journey at points on the main east coast line from Kings Cross to Newcastle, are given numbers between 1 and 199. As these trains do not normally carry their numbers even at times of exceptional traffic, it may be of interest to set down here the numbers given to some of the more important named expresses using this route:

"The Capitals Limited":	42 north-	67 south-bound.
"Flying Scotsman":	50 north-	49 south-bound.
"Queen of Scots":	58 north-	131 south-bound.
"Heart of Midlothian":	68 north-	107 south-bound.
"Yorkshire Pullman":	84 north-	19 south-bound.
"The Aberdonian":	96 north-	111 south-bound.

Needless to say, over five thousand numbers are in use daily for train identification!

All excursion, relief and special trains are given a reporting number from a series of numbers divided into sets for use in connection with trains local to the originating Region and those running to and from other Regions. The numbers used for inter-regional trains are agreed with the other Regions concerned, so that numbers are carried throughout the entire journey. Special parcels and van trains are not normally numbered.

Special trains carry numbers on paper labels pasted on small square metal plates known as "tablets." Sometimes the number is actually cast with the plate. These tablets are attached to the front of the locomotive and on the right hand rear lamp bracket of the last coach. The numbers themselves are usually in the characteristic former L.N.E.R. Gill sans serif type and are printed black on a white background.

In describing these special numbers, it is necessary to deal with the two Regions independently. The following, therefore, is a list showing the number blocks used on the North Eastern Region, in addition to those already described under London Midland Region:

1—90	Darlington District.
91—200	Newcastle District.
211—260	York District.
261—280	Leeds District.
281—300	Hull District.
358—360	To Hull via Thorne Junction.
376—387	York District to Scottish Region. Numbers start at 387 and work backwards.
388—399	As for 376-387 but used only at times of exceptional traffic.
400—404	Leeds to Scottish Region.
415—463	North Eastern Area to Scottish Region.
449—463	Newcastle District to Eastern Region. Numbers start at 463 and work backwards. See also Scottish Region.
464—475	Darlington District to Eastern Region.
476—487	York District to Eastern Region.
488/9	Leeds District to Eastern Region.
490—499	Hull District to Eastern Region.
550—559	Leeds District.
762/3	Hull District to London Midland Region via Goole.
764—769	Newcastle District to London Midland Region (Central Division).
791—796	York District to London Midland Region (Central Division).
770—773	Darlington District to London Midland Region (Central Division).
797—808	York District to London Midland Region (Central Division) via Normanton.
774—782	York District to London Midland Region (Central Division) via Normanton.
809—811	To London Midland Region via Normanton or Leeds. Used at times of exceptional traffic only.
783—789	Hull District to London Midland Region.
812—819	Hull District to London Midland Region.

A special series of numbers is allocated to special trains running at short notice. These are 201—210 for trains local to the Region; 405-414 for trains proceeding to the Eastern Region.

Numbers are reported from point to point as the train proceeds, prefixed by the letter X. This does not, however, apply to Royal trains. Although numbered in the same way as other special trains, the prefix X is not used when advising them forward.



Diesel Train Development.

ULSTER TRANSPORT AUTHORITY.

By R. C. LUDGATE.

TOWARDS the end of 1948 the principal British vehicle manufacturers put into production a horizontal diesel-engined bus and the opportunity was taken by the U.T.A. to carry out experiments incorporating the flat engine as a means of propulsion in existing railway passenger coaches. The result was an experimental 3-coach train, comprising two power coaches and an intermediate trailer coach (not vestibuled), which went into service on 27th August, 1951, on the Belfast/Bangor line of the former B. & G.R.R., a distance of 12½ miles. This three-coach diesel train is powered by four 125 h.p. A.V.C. engines, each power coach having twin-engines, mounted on the coach underframes. All four engines are controlled from the driver's cab, in the direction in which the train is travelling.

As the result of pooling the technical resources of Leyland Motors Ltd., Walker Bros. (Wigan) Ltd., and the U.T.A. Engineering Department, the use of multi-engined drives has now been fully developed, coupled with the perfecting of a control gear capable of synchronising and controlling the power output of eight Leyland horizontal-type diesel engines, having a combined output of 1,000 B.H.P. This is capable of propelling a train of six to eight coaches, with a gross weight of 185/225 tons at 73 m.p.h. on a fairly level track.

The first of the multi-engined diesel trains consists of two three-coach sets coupled together, comprising in all four power-coaches, each twin-engined and two intermediate coaches, all of which have been converted from existing passenger rolling stock. It has seating accommodation for 48 first class and 356 third class passengers. In the complete six-coach train, the leading and trailing power coaches each provide accommodation for 12 first class and 40 third class passengers, in addition to the guard's and luggage compartment. The other two power coaches, each have accommodation for 12 first class and 59 third class passengers, while the two intermediate coaches have accommodation for 158 third class; 79 seats per vehicle.

Each coach is equipped with power-operated double exit doors in the centre and two single entrance doors at the ends. The power-operated doors are under the control of the guard of the train and in cases of emergency, passengers can open the doors by means of special three-way cocks provided in the vestibules. This is the first time in the history of Irish Railways that power-operated doors have been used in passenger trains. Corridor connections are provided between the power coaches and the intermediate coach, on each of the two three-coach sets, which make up this train. This will, therefore, be the first time that corridor trains have been used for regular passenger service on the Belfast/Bangor line. Steam-hauled trains on this section use both six-wheel and bogie type coaches of the normal compartment type.

Within the next 18 months, it is proposed to abolish the use of steam locomotives on the Belfast/Bangor section, replacing them by seven six-coach diesel trains to provide a fast and frequent service. It will then be possible to cover the journey of 12½ miles in approximately 13 or 14 min., despite the fact that there is a rising gradient of 1 in 73 for a few miles in the down direction on leaving Holywood Station. The six-coach trains can be broken up to provide three-coach units for working during slack periods. Of the seven diesel trains to be provided, four will be of all-metal construction, resulting in a saving of weight.

The diesel train referred to in the article is numbered with red. The U.T.A. crest is carried on the central numbers, 8, 9, 10 and 11 for the power-coaches, whilst the two intermediate coaches are numbered 13 and 15, as they are to be converted to power coaches at a later date. The train is finished in the Ulster Transport Authority's livery of Deep Brunswick Green and Pale Green at cant level, with a narrow waist-lining of gold edged with red. The U.T.A. crest is carried on the central panel of the front ends of the power coaches and on the exterior upper panels of the guard's compartments.

PHOTOGRAPHIC COMPETITION — PRIZES.

IT has been suggested by certain readers that the closing date for the Photographic Competition, which we fixed as 31st July, was too early. Accordingly it has been decided to extend this until Saturday, the 30th August, 1952. We hope this extension will help those who wish to submit prints of holiday work.

The rules governing the competition remain as before, and are set out below.

The prizes to be awarded are as follows:

First Prize:— 6 guineas and one year's free subscription to *THE RAILWAY WORLD*.

Second Prize:— 3 guineas and one year's free subscription to *THE RAILWAY WORLD*.

Third Prize:— 1 guinea and one year's free subscription to *THE RAILWAY WORLD*.

Three Consolation Prizes of one year's free subscription to *THE RAILWAY WORLD*.

Judging will be carried out at this office by Messrs. M. W. Earley, O. S. Nock, and K. G. Mansell.

The names of prize-winners will appear in the October issue of *THE RAILWAY WORLD*.

RULES:

The competition will remain open until *Saturday, the 30th of August, 1952*, and photographs can be forwarded at any time before that date.

Each entry must include the official Entry Form, printed on the back cover of this issue (this Form will appear with the August issue also) which allows each entrant to forward three photographs. Should the entrant desire to send more than three examples of his work, an extra form will be required for every three additional prints sent. There is no entrance fee, but it should be clearly understood that prints submitted are not returnable, and become the sole property of the publishers. However, should a print fail to gain an award, and subsequently appear in our pages, it will be paid for at our usual rates.

In order to enable the judges to be completely impartial, we ask those submitting prints *not* to write names or addresses on the back. Every entrant will be allocated a number. His name and address will then be filed under this number, and each print marked accordingly. When the judges have arrived at their decision, they will award prizes to the number appearing on the back of prize-winning prints. The name of the sender will then be looked up. In this way we feel that a completely fair contest is guaranteed.

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Photo courtesy

British Railways.

NEWS THAT BRITISH RAILWAYS (LONDON MIDLAND Region) locomotive No. 58092—the last of 50 L.N.W.R. class 'STP' 2-4-0 4ft. 8½in. engines—has now gone into Crewe Works to be broken up recalls that one of the series (No. 2233) marked a milestone in the history of Crewe Works in that it was the 2,000th to be built at that establishment. These locomotives were built in 1876-7 and 40 were later converted to 2-4-2 tanks.

All were long-lived engines, some of which worked

on the Cromford and High Peak line. (No. 58092 was illustrated on page 89 of the April issue, at work on this line.)

Originally No. 2278 the engine became No. 6428 in 1928 and 26428 in 1948. Under the British Railways re-numbering in 1951 it became No. 58092.

Now after 75 years of service No. 58092 has returned to its birthplace, Crewe Works, to be broken up.

The mail.

Sir,—I cannot allow the article in April issue of 'RAILWAYS' regarding Fleetwood station to pass unremarked.

The statement that Fleetwood must rank as one of our ugliest stations, may or may not be correct—it is purely a matter of opinion! In my humble one, I can find uglier ones (by the hundred) scattered throughout the regions. However much one may hate yellow brick and anything bearing signs of L. and Y. influence, none can deny that during the summer, the concourse of Fleetwood station presents a bright and even gay, atmosphere, with plenty of light, airy weather-proof space, and a profusion of hanging baskets, with taste-fully arranged poster boards.

Now, let us get some other facts correct, I cannot agree that any terminal platform can be an "island," although agreeing that Nos. 2 and 3 platforms, are shorter bays left into the longer Nos. 1 and 4.

All the waiting rooms and offices are not at one end, but form the centre buildings on Nos. 1 and 4 platforms, to the end of the transverse roof bays.

The author seems to have overlooked No. 5 platform altogether; this is a full length one, with verandah, lying outside the main span of the station on the eastern side, easily reached by turning left through the ticket barriers, before reaching the buffers of No. 4 platform.

Some enlightenment is desired to amplify the rather staggering statement that "a brisk fish trade is still conducted during the season." It is usually agreed that the season at the premier west-coast fishing port, extends from 27th December to 24th December, but almost the whole of the forwardings are dealt with at the docks, Fleetwood station being mainly utilized for odd lots of traffic, which have failed to catch the through services from Wyne Dock Fish Stage, also for kipper traffic from Douglas, fresh fish to the Isle of Man, and a fairly heavy inwards traffic, principally herrings from East Coast ports coming to Fleetwood for casing.

No mention is made of the heavy traffic to and from the Isle of Man during the four summer months—at the times of arrival and departure of boat trains, it may be found that the scenes of passenger activity inside the station, may make scenes at the Omnibus Stand appear rather quiet in comparison.

J. Bond.

* * *

Sir.—Since I wrote my letter (published in your May issue) about the disputed junction of the Cardiff Railway with the Taff Vale Railway at Treforest, I have received from my friend, Mr. T. B. Sands, some notes of his own recent researches. These shed considerable fresh light on the dispute, and with Mr. Sands' permission I quote the following extracts:

"The Cardiff Railway Act of 1897 did not specify that the proposed junction between their newly-authorized line and the Taff Vale Railway at Treforest should connect with all four lines, which meant that, in effect, the junction was left to be made with the passenger lines only, i.e., on the east side of the Taff Vale Railway.

"The T.V.R. was, however, prepared to hand over mineral traffic consigned to the Cardiff Railway only on the goods lines on the west side of the line, with the result that a junction to the passenger lines would have been of very little use to the Cardiff Railway.

"Accordingly, the Cardiff Railway submitted plans for a four-line junction, but it was found that these exceeded the limits of deviation permitted by the deposited plans of the 1897 Act. Moreover, it was held in Cardiff

Railway v. T.V.R. (1905) that the general limits of deviation permitted by Section 15 of the Railway Clauses Act, 1845, applied only to the plans for the construction of a new railway along its *medium filium* (or centre line), but not to those for a junction with an existing line.

"The Cardiff Railway Bill of 1906 sought to remedy this state of affairs. It was introduced into the House of Lords, and was considered by a Select Committee, under the Chairmanship of Lord Dartrey, in May, 1906.

"Sir Douglas Fox, presenting the Bill, said that it contained proposals which aimed at carrying out a slight deviation of the Junction authorised by Parliament in 1897. The T.V.R., who opposed the Bill, had four lines of railway at Treforest, and it was proposed to have a junction to all four lines. The object of the Cardiff Railway Company's Bill, passed in 1897, was to enable that company to have a railway of their own running from the coal districts to their own docks at Cardiff, just as the T.V.R. had at Penarth. Only a part of the line which had been authorised in 1897 had been constructed.

"Mr. Pember, who was leading counsel for the Cardiff Railway in the proceedings before Parliament in 1897, was called to prove that, when the 1897 Bill was before Parliament, one of the questions discussed was the mode of junction at Treforest. The promoters and the two Houses of Parliament were all under the impression that a four-line junction was sanctioned.

"Evidence in support of the junction was given by Mr. James Hurman, who said that a two-line junction would react unfavourably on the T.V.R., causing them greater inconvenience than the junction which was proposed by the Bill.

"Mr. Ammon Beasley, opposing the Bill on behalf of the T.V.R., gave evidence to prove the existing congestion at Treforest; the T.V.R. workings were already seriously delayed through their having to handle Barry traffic at that point, and it would be quite impossible to have two hostile companies converging at the same place.

"Other expert evidence was given, to the effect that the proposed four-line junction was unworkable, and Sir Charles Owen (General Manager of the L. & S.W.R.) gave evidence recommending a burrowing or flying junction, several of which had been constructed on his Company's system.

"The Chairman, in announcing the decision of the Committee, said that the preamble was proved, but directed that security should be given for the provision at the junction of sidings of sufficient numbers and length to accommodate full trains.

"The Bill subsequently came before a Select Committee of the House of Commons (Chairman, Mr. Osmond Williams, M.P.), but was passed without any material alteration. Despite this apparent success, the Cardiff Railway still had to reach agreement with the T.V.R. on the detailed plans for the proposed junction, and this allowed ample scope to the T.V.R. to adopt delaying tactics by withholding their consent. Moreover, it would seem that the 1906 Act failed to lay down any workable procedure to be followed in the event of a disagreement between the companies. The dispute dragged on for a number of years, and there was a further court case in 1917 (T.V.R. v. the Cardiff Railway), in which it was held that the court had jurisdiction to settle plans for a disputed junction, if the procedure laid down by the Act authorising the junction had proved unworkable."

Whetstone, N.20.

D. S. M. Barrie.

* * *

Sir.—One or two correspondents have written to me about my articles "The Southern Division of the L. & N.W.R. in the 'seventies," questioning certain dates and facts quoted therein. In particular they seem rather concerned because there are

differences between my statements and those of G. P. Neele in his "Railway Reminiscences."

I would like to say, for their benefit and those of future historians who may refer to these articles, that the whole of the facts given are, with the exception of part of the locomotive information, from contemporary official sources. It is well known, I think, that Neele wrote a good deal of his book from memory and I have been sorry to find how often this was at fault. Even E. L. Ahrons does not escape entirely.

The authority of these gentlemen has long been accepted without question and their writings much plagiarised by recent authors, though there are undoubtedly quite a number of instances where their statements do not accord with the facts. It is perhaps, rank heresy to write of them in these terms, but history should be factual and written from original sources where these are available.

Rugby.

C. R. Clinker.

* * *

Sir,—I entirely agree with Mr. R. Smith in his letter in your June issue. A few months ago I was at Bridgwater where I was told that the behaviour of the juvenile "Locospotters" was bad and I am very surprised that the station there is still open to "Locospotters."

At Hereford I have noticed some bad behaviour although not bad enough to cause closure.

In my opinion the regulations governing shed passes are too strict. The Railway Executive should grant passes to individuals on the condition that no claim can be made for injury and guides cannot be granted for conducting individuals round the shed.

Most shed Superintendents are quite willing to let responsible visitors around the shed and several have agreed that shed pass restrictions are too strict. Personally I would like to visit more W.R. sheds than I have but have very seldom been able to get the necessary passes.

In conclusion I would like to say how much I appreciate Mr. W. Jones series of articles on South Welsh Railways. It is sad to note how few of the veteran engines mentioned on page 137 still remain.

Presteigne.

J. Benson.

* * *

Sir,—Although I have not reached my sixteenth birthday (fifteen at the moment) I agree with several of the points raised by Mr. Smith in his letter (June issue). It does seem a pity that owing to the mass invasion of stations by people of my own age, some of irresponsible behaviour and with no great interest in railways as a whole, the "Sensor Societies" should get a bad name from the travelling public, especially at this time when the railways badly need cordial relations with passengers. Admittedly, these are many of the younger generation who have a genuine love of the railway, but there are also those who visit stations solely for the purpose of "locospotting," and have no intimate knowledge of the history and background of the railway organisation. It is these persons who force the prohibition of stations for the purpose of railway observing, and therefore they should be discouraged as much as possible. However, I cannot agree to completely closing stations to all under sixteen, with the exceptions that Mr. Smith suggested, for this may reflect adversely upon the Railway Executive, as well as depriving pleasure from the genuine rail-enthusiast. It seems to me, from what I have read, that this nation-wide craze for "locospotting" and no interest in the other departments of the railway, is a post-war development brought on by certain zealous adults to "commercialise" the railways indiscriminately for the young; should anyone wonder if I have taken part in these mass rallies, the answer is no. Therefore I sympathise with most of Mr. Smith's grievances, although I cannot offer a solution. Malvern Link.

"Tintagel,"

Sir,—I should like to point out a slip that has occurred in Mr. Stewart Haram's excellent article on the S.E.R. Hastings Services in the April issue (page 85).

The train that was put into service between London and Hastings on 1st December, 1896 was a rebuild of the Gilbert train, and was not completely new. It therefore consisted of six cars only, with two S.E.R. brake trains (one at each end). Mr. Haram's reference to a brake third at each end refers to a change made soon after 1900, when Wainwright brake thirds (i.e., not "American" type cars) were added to the six rebuilt Gilberts, instead of the small full brakes hitherto used.

The "additional first-class car" was, however, a new vehicle obtained from America.

The train of eight cars which was ordered in 1896 from the Metropolitan Carriage and Wagon Co., and which is mentioned by Mr. Haram, was for the Folkestone service: this did have "American Car" type brake thirds at each end. This train entered service in the autumn of 1897.

I have explained this at some length as confusion has frequently occurred between the two trains: that for the Folkestone service was British built, but that for the Hastings service was rebuilt at Ashford from the original W.S. vehicles.

Epsom.

J. T. Howard Trumen,

* * *

Sir,—It seems strange that a "Blank Paper Ticket" should now be something of a curio for, surely—thought I must confess to not having seen one for sometime—they did not fall finally into disuse till nationalisation? The difference between "Blank Card Tickets" and "Blank Paper Tickets" always used to be that the former were used, generally speaking, to "Local" stations and the latter to "foreign" stations.

When I was a Booking Clerk on the L.N.W. & L.Y. Joint line we had certain "Foreign" Blank Card tickets also as far as I remember now these were in the case of the L. & N.W. to all Caledonian stations and to Great Western stations "Via Crewe, Shrewsbury and the Severn Tunnel" and in the case of the Lancashire and Yorkshire to Midland stations Via Manchester (Victoria only) and North Eastern Stations via Leeds (Holbeck). The routes were in each case printed clearly on the ticket only the destination station being left blank. The study of railway tickets is a most interesting one and I am pleased to see that you evidently recognise the fact. Incidentally for some time past railway tickets of culenese have been exhibited in the Hove (Sussex) library—if any local reader is interested.

Garstang.

J. P. Bardsley.

* * *

Sir,—Mr. Smith, whose letter you printed in the June issue of 'RAILWAYS,' is being most unfair to loco-spotters. They are enthusiasts just as he is but their enthusiasm merely takes a different form. Surely therefore, they are entitled to the same privileges as others.

As regards the station bans, it is a case of the few disgracing the many. Some action should certainly be taken to remove these nuisances, but most of engine-spotters are well behaved and obedient to the orders of railway officials.

Adult railway lovers should remember two things however. (1) If they are dissatisfied with the behaviour of loco-spotters they should help, guide, and instruct them, not write vicious and insulting letters about them. (2) (This is most important.) That it is from the ranks of the loco-spotters of to-day that the railway lovers and club-supporters of to-morrow will be drawn. Without the new blood which these boys will provide, the railway hobby will surely dwindle and die. Let him remember this Birmingham.

J. R. Wilkes.

THIS
MONTH'S

TICKET SPOTLIGHT

BY W. H. BETT.

22MAR43	Gr. Nor. & L. & N. W. Co's. Joint Ry.		3462
	MELTON MOWBRAY to		
	LOWESBY		
	Via <i>John o' Gaunt</i>		
	First Class Fare 2 s. 3 d.		
SEE CONDITIONS ON BACK			

Railway: Great Northern and L. & N.W. Joint.
 Journey: Melton Mowbray to Lowesby, via John o' Gaunt.
 Class: First Class Single.
 Date: 22nd March, 1943.
 Type of ticket: Edmondson blank card.
 Colour: White.

WHEN the railways were grouped in 1923 there was perhaps more mourning over the fact that the honoured name of the L. & N.W.R. had disappeared than over any other aspect of the upheaval. Yet there are probably many "Premier Line" enthusiasts who do not realise that the name of the L. & N.W.R. remained in current use for a quarter of a century later, in conjunction with that of another pre-grouping company, as the official title of a joint line running in a north south direction on the Leicestershire borders. This line, right up to nationalisation in 1948, was "The Great Northern and L. & N.W. Co's. Joint Railway," and all tickets were headed thus, with no nonsense about such upstart organisations as the L.N.E. and L.M.S. As with most joint lines, tickets of both partners' types were to be found; the present example is strongly G.N. in character.

The L. & N.W. & G.N. Joint line connected right-and-left with the G.N. at Saxondale Junction (east of Radcliffe-on-Trent) and Bottesford North Junction, these lines uniting at Stathern Junction, whence the line ran due south to a similar triangular arrangement with apices at Hallaton, Welham and Drayton Junctions, where it

met the L.N.W. Market Harborough - Stamford line. Another and much closer triangular arrangement of junctions, about half-way along and just south of John o' Gaunt, gave access to the Leicester (Belgrave Road) branch, which for some reason was pure G.N.R. property, though connected only with the joint line (botanists may compare the behaviour of *Cytisus adami*) and was a considerable white elephant.

The present ticket is from Melton Mowbray (far and away the most important station on the joint line) to Lowesby, which is the first station on the Leicester branch beyond the junctions. It is a typical example of the "blank card," which though convenient to handle and having the advantage of being similar in appearance to printed tickets, is not really a very good system from the accounting point of view as no copy is retained. Reliance is placed on entry of particulars in a "blank ticket book" at the time of issue, but there is no positive check that the record is accurate; there has also been trouble from time to time with passengers fraudulently altering blank tickets, especially when (as in this case) there is no "safety background."

Some
Shed
Scenes
to
Remember
No. 28.
by
W. A.
Camwell.



Laxfield.

LAXFIELD, formerly L.N.E.R. (ex-Mid-Suffolk Light Railway) as at 29th March, 1937, showing 'J65' L.N.E. 7157 shunting and 'J65' L.N.E. 7253 approaching on train from Haughley. In shed is 'J65' L.N.E. 7156.

BOOK REVIEWS

by Wingate H. Bett.

A further section of the Railway Correspondence and Travel Society's monumental work on *The Locomotives of the Great Western Railway* is now available. It will be remembered that Part One was reviewed in these pages in August, 1951, and was a "Preliminary Survey" of this somewhat extensive subject; the part now issued is Part Eleven and deals with Rail Motor Vehicles and Internal Combustion Locomotives; it is claimed (with substantial justice) that every type of vehicle under these headings ever owned by the G.W.R. or any of its constituents is described, varying from the Bristol and Exeter's *Fairfield* (consisting of a passenger coach on four enormous steam-roller type wheels, combined with a locomotive portion of 0-2-0 wheel arrangement!) to the latest Diesel railcars.

This is a very fascinating department of railway operation, the more so in the case of the G.W.R. as it had so long a history and was always rather railcar-minded; a very interesting book could be written on the whole history and development of rail-motor and halt working, but meanwhile the vehicles used by the G.W.R. and its constituents in such operations are described—and illustrated—here in admirable detail. Outstanding among the many illustrations is a view of a Great Western auto-train at Trumper's Crossing Halte (the long-closed intermediate stop on the Brentford branch) fortunately including the platform name-board, spelling and all. The infiltration into British practice of this French term is only one of the many surprising details of rail-motor history.

This excellent booklet (stiff paper cover, 24 text pages with 38 illustrations) is obtainable from the R.C.T.S. Hon. Publications Officer, 18, Holland Avenue, Cheam, Surrey, at 3/6 post free. An addendum sheet to Part 1 is now also available free on receipt of stamped addressed envelope, or in connection with other orders.

There has always been a tendency in railway literature for a certain neglect to be evident in connection with lines which (however important and interesting) did not enter London, and a corrective is always to be welcomed. For this reason alone we should look favourably upon *The North Staffordshire Railway*, by "Manifold" (cloth boards, 170 text pages, illustrated, with coloured frontispiece, J. H. Henstock, Ltd., Ashbourne, Derbyshire, 25/- net), but it also has other claims to respect; it is a good, factual, "meaty" history published at a time when much railway literature is inclined to be discursive and shapeless, and its subject-matter is of exceptional interest, for there was no railway quite like the "Knotty."

The N.S.R. served an area, rather than having a point-to-point main line with branches like most other railways, and in this respect resembled a magnified suburban system in layout; on the other hand it was by no means lacking in "main line" workings, and by virtue of unusually extensive running powers over the tracks of its neighbours, N.S.R. engines and trains got very far afield indeed. There were other paradoxes too; to speak

of a railway serving a circumscribed area immediately suggests a piece of country off the beaten track and not of much interest to rivals, but the N.S.R. territory was at the very farthest removed from this; the Potteries area was a cockpit for competing schemes from the very earliest days of railway planning, and that the "Knotty" secured the tight monopoly it did, and retained this, plus its independence, right up to the grouping of 1923, was something of a miracle; for it could easily have been—and very nearly was—absorbed by one or other of its powerful neighbours almost at birth. In this connection, of course, one immediately thinks of the L. & N.W.R., the redoubtable Premier Line, to whom the N.S.R. main line from Norton Bridge to Massclessfield was virtually a "Crewe avoiding line" on the London-Manchester run. The often strained relations between the N.S.R. and L. & N.W.R. are described here in entertaining detail.

The N.S.R. also possessed interesting suburban services around Stoke, including the intensively worked "Loop Line," it dabbled with rail-motors, and—at the other end of the scale—had a picturesque rural narrow-gauge division in the Manifold Valley Light Railway, dear to the memories of many, to which a chapter is devoted. We have endeavoured above to indicate the fascinating scope of the subject, rather than to describe the book; regarding the latter it only needs to be said that the treatment is full and competent and worthy of the theme, and the book is definitely one to get. There are 130 illustrations and several folding maps and diagrams; among the more unusual views our eye was caught by that of a striking bridge at Longton (Fig. 28). A minor criticism is that the captions to the illustrations vary very much in their informativeness; that to Fig. 28 mentioned above, for instance, gives a detailed six-line description, while others have a "Fig." number only, and may be at some distance from the relevant text; it would have been better to have a more consistent standard in this matter, though the point is a small one.

The book is a collaboration by five co-authors, whose joint pseudonym is chosen with singular aptness; for not only is "Manifold" an appropriate designation for such a partnership, but is also has geographical associations with the N.S.R. itself, being the name of the river from which the Hulme End narrow-gauge line took its name; the river itself was apparently so named by an earlier humourist in much the same spirit, in allusion to its rather disconcerting habit of sinking into the ground and reappearing again after the manner of a stage demon!

REMEMBER!



COMMENCES SEPTEMBER ISSUE.

Societies' News.

THE RAILWAY CORRESPONDENCE & TRAVEL SOCIETY.

SOUTH OF ENGLAND AND SUSSEX AND KENT BRANCHES.—The Isle of Wight rail tour, which was inspired by these two R.C. & T.S. branches took place on 18th May in ideal weather conditions. All lines except the Sandown-Ventnor section were covered.

A two-coach train, strengthened to three coaches at Newport, was provided to carry the 120 members and friends. 71-year-old 'E1' 6-6-0T No. 3 Ryde hauled the train from Ryde Pier Head to Cowes and back to Newport, where 'O2' No. 32 Bonchurch, replete in its immaculate light green and carrying the famous R.C.T.S. headboard, took over for the rest of the tour. One of the coaches was the former L.B.S.C.R. invalid saloon, converted to give an observation saloon and coupe in the first class section; its use is now confined to inspection workings. From Brading to Bembridge, the party travelled in two sections, the normal branch engine, No. 14 Fishbourne working both the ordinary service, on which some of the party travelled, and also the special train.

Visits were paid to the motive power depots at Newport and Ryde, to the Newport carriage works and the locomotive works at Ryde. Several high-ranking officials of the Southern Region either accompanied the train or appeared when they could be most useful. Their attention was much appreciated by the party. The visit had attracted participants from as far away as Exeter, Ipswich, and Newcastle.

SHEFFIELD BRANCH.—On 10th May, the eve of the South Yorkshire Rail Tour, the Sheffield branch was "at home" to many members who had gathered in Sheffield for the tour. The business part of the meeting was followed by Mr. C. Smith's paper "Impressions of Swiss Railways," which has already been heard at several other branch meetings.

The branch's rail tour took place as arranged on 11th May, originating from the Wicker Goods Station, Sheffield. Class '2P' 40487 worked the train of five specially selected open saloons as far as Mexborough, from which point 'B1' 61166 took over for the rest of the journey. Over 200 passengers were carried, and photographers were much in evidence.

The tour owed its inspiration to the Sheffield branch committee. Dr. A. L. Barnett produced a very detailed itinerary with historical notes, and Mrs. Janet English was responsible for the sketch map of the route taken. The success of the tour was due in no small respect to the co-operation of officials of British Railways, Eastern Region.

BRIGHTON WORKS CENTENARY SPECIAL.—In October, the R.C. and T.S. is organising special all Pullman Car trains from Victoria to Brighton and back to commemorate the centenary of the Brighton Locomotive Works. The dates are Sunday, 5th, 19th and/or 26th October. The trains will be hauled by one of the celebrated Marsh 'Atlantics' on a 60-minute schedule in each direction.

Whilst at Brighton, the locomotive works will be visited, and a special tour of the Kemp Town branch will be made behind the oldest locomotive on the Southern Region—Stroudley 'Terrier' 32636, built at Brighton in 1872.

A number of tickets will be available to non members.

In order to ascertain the support for the venture, those interested should notify on a postcard immediately to Mr. R. K. McKenny, 46, Friern Barnet Lane, London, N.11. No cash should be sent until further intimation is given. The inclusive fare will be in the region of £1. In the event of the trip being over-subscribed, priority will be given to those who notify now. Fuller details will be published later.

STEPHENSON LOCOMOTIVE SOCIETY.

Another special train tour for members and friends was organised by the Society's Scottish Area on 3rd May, and carried through with success over an exceedingly novel route from St. Enoch with four open thirds hauled by 'Caledonian' type L.M.S. 4-6-0 No. 54634, including reversals and propelling the train. The party traversed the Renfrew District Line, opened to passengers in 1903 but closed to such regular

traffic in 1926, the partly removed tracks were restored during the second world war; proceeding on close to Docks and Ferry, over a line connecting two large industrial premises and including Pollokshaws West, Strathbungo, Muirhouse, Paisley, Ibrox, the Govan branch, closed to passengers in 1921, the outer circle route and so to Glasgow, Central.

Just before that event a party of Society members led by the General Secretary, Mr. H. C. Casserley, from London and various parts of Britain enjoyed an extensive Scottish tour, penetrating to the remote ends of the erstwhile Highland Railway visiting many locomotive sheds and scenic route. Most cordial welcomes were accorded by local officials who provided special facilities or features such as the provision of a "Clan Goods" 4-6-0 (not now normally used on passenger trains) to work their train from Kyle of Lochalsh to Inverness, also the cleaning and placing ready for photography of the two remaining "Small Ben" 4-4-0s at Thurso and Wick. One was already condemned and rostered for her last journey to works but had been kept on shed until after the S.L.S. visit. Members of the party who had travelled far felt that they might be gazing upon the few surviving Highland engines for the last time.

A new record for a provincial excursion of its kind was set up on 3rd May when 200 members and friends including press representatives, the Society's Chairman, Mr. A. J. Boston, and area officers, took part in the special train tour from Coventry and Nuneaton to Loughborough and Swadincote, including lines closed to passengers in 1931. The Rugby driver and fireman, Messrs. Paxton and Harrison, on 2-6-2T, 41218, enjoyed the strip equally with the passengers.

MIDLAND AREA.—Saturday, 12th July. Rail tour of mineral and closed branch lines in South Wales by steam auto train commencing at 2.40 p.m. Cardiff General. Route is thence by Ninian Park platform, Waterhall Junction, Common Branch Junction, Llantrisant, Llanharan, Tondy Ogmere Junction, Llanharan, Llantrisant, Pontypridd, Cilfynydd, Pontypridd, Penrhos Junction (nr. Caerphilly), Walnut Tree viaduct, Tynycau Junction, Cardiff General (due back 6.48 p.m.). Fare is 10/- and tickets are obtainable from Mr. D. Luscombe, 349, Heath Road South, Northfield, Birmingham 31—please provide stamped addressed envelope. (April 'RAILWAYS' page 81 contains map of most of district to be traversed.)

STEPHENSON LOCOMOTIVE SOCIETY (N.W. AREA), and MANCHESTER LOCOMOTIVE SOCIETY.

A special train, sponsored by the above-named Societies, is to be run by the Railway Executive from Manchester Central to Hull and back via Chinley, Sheffield Midland, Cudworth and the main line (largely closed to normal passenger traffic) of the former Hull & Barnsley Railway, on Sunday, 24th August. From Manchester to Cudworth a Midland class '3P' 4-4-0 will work the train and thence to Hull a N.E.R. class 'R' 4-4-0 will officiate, both being famous classes now approaching extinction. Passengers will be conveyed from Manchester or Sheffield and enquiries (with stamped addressed envelope) should be addressed to Mr. H. D. Bowtell, 29, Langdale Road, Victoria Park, Manchester, 14, as soon as possible.

Unpainted aluminium car for the Underground.

Unpainted aluminium rolling stock is being tried out on London Transport railways. One such car went into service on the District Line during June and a complete train will follow later in the year.

London Transport's traditional red will appear only in a 3-inch band below the windows and in the name transfers.

If unpainted aluminium cars are found to be practicable under normal operating conditions, a considerable saving in initial cost and maintenance could result. For some months a single aluminium panel has been exposed on a Northern Line train and appears to have suffered little from weather, dirt or washing.

Of the 90 light alloy cars on order for the District Line, 54 have now been delivered, all painted in standard red.

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Small Announcements.

Small advertisements: Private 2d. a word, min. 3s.;
Trade 4d. a word, min. 6s. Box No. 1s. 6d. extra.

L. & G.R.P. — Will all customers please note our new address is 9, Regent Place, Rugby. Enquiries for all railway subjects invited.

ELECTRIC RAILWAY MAGAZINE caters for all interested in electric railways. Send 2½d. stamp for specimen and details of Society: Hon. Sec., Electric Railway Society, 245, Cricklewood Broadway, London.

BACK NUMBERS & VOLUMES. 'Railway Magazine' from 1897. 'Locomotive', 'RAILWAYS', 'M.R.N.', 'M.R.C.', Quantity railway books. New list 2½d. Pinder, 13, Forfield Place, Leamington Spa.

FOR SALE. Copies of 'RAILWAYS', 1940 to date. Bound volumes: 17/6 to £1 2s. 6d. each, according to year. S.A.E. to 32, St. Aubyn's, Hove, 3.

R.G. & T.S.—NEW PUBLICATIONS. "Locomotives of the Great Western Railway" Part Eleven. "The Rail Motor Vehicles and Internal Combustion Engines" gives complete particulars of all types of vehicles of the G.W.R. and its constituent companies. Every type is illustrated. Price 3s. 6d. Part One "Preliminary Survey" still available at 10s. Publication in June: "The Locomotive Stock Book, 1952," setting out full classified lists of the locomotive stocks of all railways in Great Britain at 31st December, 1951, together with statistical analysis, and stock alterations for 1950/51. All classes that became extinct are illustrated. Price 10s. All items post free from Hon. Publications Officer, 18, Holland Avenue, Cheam, Surrey.

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